

Edmonton Bulletin

Alberta's Oldest Newspaper
Founded in 1880 by Hon. Frank Oliver

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MONDAY, NOVEMBER 15, 1926.

The Ninth Street Subway.

The city council, not unexpectedly, decided to proceed with the subway at 109th street without the formality of taking another vote of the burghers. That would be more than a formality there is little reason to suppose.

The tax assessors some time ago authorized council to embark on an overhead bridge at the point. Since this was done, the financial assistance offered from other sources has been substantially increased. If a subway can now be substituted without calling upon the tax-payers for a larger sum than they agreed to provide for the bridge, it will be supported.

A subway, in itself, will be a present convenience and will be a future necessity. The National yards have been a very effective barrier to the filling in of the great open spaces of the Hill, reserve which lie in the very heart of the town site.

The main reason why the city is scattered over such a ridiculous amount of territory, it is also one reason why the civic-owned utilities have found it difficult to service the residents without showing losses or charging exorbitant rates. It is time to centralize the growth of population, rather than to scatter it, throughout the vast reaches of the municipal hinterland. It will be cheaper to accommodate them with the public services than elsewhere. And compactness makes for stability of land values and economy in the carrying on of business.

Edmonton has been built on the "hollow" principle. The subway will help to overcome the disadvantages of that arrangement.

Vancouver Needs Alberta Coal.

Coal mines on the Alberta "coal spur" are within 600 miles of Vancouver. Coal from these mines can be handled in either open or closed cars on the Pacific port and laid down there without detention.

Grades to Vancouver are more favorable than grades to Winnipeg, thus permitting heavier trains and lower cost per ton. The mountain road bed is good and water of the best quality is available for making steam.

Vancouver is launching a campaign at present against smoke and soot. The large mills and industrial establishments have been required to install smoke-consumers. walls of buildings are being scrubbed, and there is a keen public demand for freedom from grime.

The smoke and soot are by-products of the same coal and coke which are produced in Alberta coal products little smoke and no soot. The Nanaimo coal products both in aggravating quantities.

A company has been formed to build and operate coal bunkers at Vancouver under the supervision of the Harbor Board, and charging rates assented to by that board, will be charged to provide storage space for any shipper who wishes to use it. As an elevator provides storage space for grain owned by other traders or by growers.

Last year three hundred freighters loaded at Vancouver and coasting vessels took on a thousand smaller loads. Sixty coal at Vancouver come to them supplies from lights which carry it from Nanaimo and coal there. Either way is expensive, with the result that many boats proceed from Vancouver to Seattle before fueling.

Coal is an excellent kind of freight for "filling up" to make up a full train. There is a considerable movement of live stock from Edmonton to Vancouver. Livestock cannot be rushed indefinitely before loading, and must be rushed through after loading. In consequence, a stock train is frequently only a half load or a two-thirds load. If the car is to be filled with coal cars could be hooked on at the mountain mines the engine would carry on the trip up to its full capacity, the railway would benefit, and shippers might expect a corresponding reduction in charges.

The return journey open cars could be loaded with timbers and lumber, and closed cars with general freight.

There seem to be about all the physical conditions present for building up a very large coal trade with Vancouver. What is true regarding that port is also true in measure regarding Prince Rupert, which is to be expected further from Nanaimo in present base of supplies.

Already some Vancouver firms are handling Alberta coal, and the reports are that, as elsewhere, it immediately finds favor with those who give it a try-out. The hindrance to a large trade appears to be the fact that the Canadian Pacific and the Canadian National do not meet at the same place, nor do they have a common terminal. The village of St. Pierre Divice has fallen into abeyance.

Petropoli—in Dahuria, the forces of Van Macken-zen are retreating before the Russians and Manchurians.

There is an opportunity here for opening up an absolutely new market for Alberta coal; a market that is much larger than Ontario, and the need for reduction in freight rates much less than to the latter province.

For the time there is nothing doing in the effort to get Alberta coal into Ontario, and seemingly nothing to be done until the Railway Commission brings in a decision. This is the time to have an opportunity for Alberta mine-operators, boards of trade, public representatives, and Provincial Government to join in a resolute drive for such reduction in freight rates as would land our coal in Vancouver and Prince Rupert at a "sell-ing" price.

And it is worth remembering, if Alberta coal can reach the Vancouver and Prince Rupert markets it will automatically capture the trade at every intervening point, on both the C. N. and the G. T. P. lines through British Columbia.

TULIPS

By EDGAR A. GULET

I never plant a tulip in the fall.
To brave the winter's frost and ice and snow,
And come at last resplendent through it all.
But what its secret I should like to know.

What in the brown dead thing does beauty hide?
What in the leaf and stalk and petal red abide?
What in the flower's life does grace reside?

Then in the spring I plant buds into today,
Certain when April's gentle sunshine wills
The fire of life my garden will display.

If only tulips could in early spring
Come to blossom before greater skies!
Should we who grieve have any doubt at all
That our lost loved ones into splendor rise?

HAPPINESS

By DR. FRANK CRANE

One trouble with telling people how to be happy is that everybody does not understand just what happiness means.

Another trouble is one man may not be happy to another.

It is happiness to a swine to find a trough full of corn.

It is happiness to one man beings whose happiness is plenty to eat.

But most human beings have a different kind of nature. To one man the same state of hunger does not make him happy.

In fact happiness seems to be the fulfillment of a desire, and the course which human beings choose on what chance to be happy.

A person shipwrecked on a raft in mid-ocean, for instance, wants more of all kinds of water.

In fact he wants something to drink, and that is his supreme desire.

Man's desires, however, are always sprunging up and changing, and he is never satisfied because he is always wanting something.

Carrie says somewhere that if you pour into the water of life, you will taste stars and galaxies, he would still cry for more.

The human soul is the original bottomless pit, and the source of all happiness runs from the lower to the higher.

Then there is the satisfaction of having a thrill, which comes from action and sex on.

Besides that there is the happiness that comes from the love of others.

Then there is the supreme state of happiness found by the mystics and called bliss.

Carrie says somewhere that all are striving to obtain.

Philosophy is that philosophy of life which claims happiness in one form or another to be the supreme end of man. Needless to say, there is also a philosophical theory that happiness is the result of renunciation of all forms of happiness.

Do You Remember?

FORTY YEARS AGO

From the Edmonton Bulletin, Saturday, November 15, 1886.

Playing ceased last week.

Telegraph line still down.

Surgeon school closed this week for the season.

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The population of Winnipeg is about 21,000 by the A. K. Fancher, photographer, left for Calgary on Thursday.

The steamer crossed the river on the ice opposite town Friday.

The Ft. Saskatchewan ferry was running on Thursday.

J. C. MacCrae and Ad. McPherson left for Calgary on Thursday.

W. L. Wood and W. Fraser left for Athabasca Landing.

Thanksgiving service in the Presbyterian church on Thursday next at 10:30 a.m.

Mr. and Mrs. Angus McKay were passengers on Thursday's outgoing stage.

Bellmore school district is finishing a new school building.

B. McGillivray arrived on Wednesday with a large train of Jas Brewster arrived from Calgary on Friday.

A repair party left for the telegraph line east of Hay Lake.

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MARKETS, GRAIN, FINANCIAL

BUSINESS PICKS UP AT CAPITAL

Canadian Press

OTTAWA, Nov. 15.—After a lull of a couple of weeks, Ottawa will see more business activity in the financial and mercantile circles next week. Members of the cabinet are returning to the office and several cabinet council meetings are scheduled. A number of cabinet ministers are due to appear before the Senate committee on public accounts at these meetings.

On Wednesday the judicial commission, which has been examining the public hearings on the new charter of the Bank of Canada, will sit again. After a couple of days here the commission will go to Quebec to continue its hearings and a number of hearings will be held there and in the provinces before the final hearings begin.

Thursday the tariff advisers meet to consider the recommendations which the board may take a couple of days to digest.

Winnipeg Grain

RANGE IN GRAIN PRICES

Furnished by James Richardson & Sons, Ltd.

WINNIPEG GRAIN MARKET						
	Open	High	Low	Closes	Saturday's	
WHEAT—						
Number 1 Northern	189 1/2	189 1/2	177 1/2	179	189 1/2	
Number 2 Northern	132 1/2	132 1/2	129 1/2	130	132 1/2	
Number 4	121 1/2	121 1/2	119 1/2	120	121 1/2	
Number 6	98	98	96	97	98	
Flax	120	120	118	119	120	
OATS—						
Number 1 Northern	85 1/2	85 1/2	84 1/2	85 1/2	85 1/2	
Number 2 Northern	62 1/2	62 1/2	60 1/2	62 1/2	62 1/2	
Number 4	57 1/2	57 1/2	55 1/2	57 1/2	57 1/2	
Number 6	47	47	45 1/2	46 1/2	47	
Barley—						
Number 1 Northern	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	
Number 2 Northern	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	
Number 4	57 1/2	57 1/2	55 1/2	57 1/2	57 1/2	
Number 6	47	47	45 1/2	46 1/2	47	
Flax—						
Number 1 Northern	186 1/2	186 1/2	186 1/2	186 1/2	186 1/2	
Number 2 Northern	191	190 1/2	189 1/2	189 1/2	190 1/2	
Number 4	199	198 1/2	197 1/2	198 1/2	199	
Number 6	199	198 1/2	197 1/2	198 1/2	199	
PEANUTS—						
Number 1 Northern	52 1/2	52 1/2	51 1/2	52 1/2	52 1/2	
Number 2 Northern	49 1/2	49 1/2	48 1/2	49 1/2	49 1/2	
Number 4	49 1/2	49 1/2	48 1/2	49 1/2	49 1/2	
Number 6	47	47	45 1/2	46 1/2	47	
CHICAGO GRAIN MARKET						
Furnished by James Richardson & Sons, Ltd.						
WHEAT—						
Number 1 Northern	180 1/2	180 1/2	178 1/2	179	180 1/2	
Number 2 Northern	131 1/2	131 1/2	129 1/2	130	131 1/2	
Number 4	121 1/2	121 1/2	119 1/2	120	121 1/2	
Number 6	98	98	96	97	98	
Flax	120	120	118	119	120	
OATS—						
Number 1 Northern	85 1/2	85 1/2	84 1/2	85 1/2	85 1/2	
Number 2 Northern	62 1/2	62 1/2	60 1/2	62 1/2	62 1/2	
Number 4	57 1/2	57 1/2	55 1/2	57 1/2	57 1/2	
Number 6	47	47	45 1/2	46 1/2	47	
Barley—						
Number 1 Northern	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	
Number 2 Northern	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	
Number 4	57 1/2	57 1/2	55 1/2	57 1/2	57 1/2	
Number 6	47	47	45 1/2	46 1/2	47	
EDMONTON GRAIN						
Furnished by United Grain Growers						
WHEAT—						
Number 1 Northern	317	317	315	316	317	
Number 2 Northern	209	209	207	208	209	
Number 4	198	198	196	197	198	
Number 6	161	161	159	160	161	
Flax	204	204	202	203	204	
OATS—						
Number 1 Northern	44	44	43	44	44	
Number 2 Northern	41	41	40	41	41	
Number 4	39	39	38	39	39	
Number 6	30	30	29	30	30	
Barley—						
Number 1 Northern	44	44	43	44	44	
Number 2 Northern	41	41	40	41	41	
Number 4	39	39	38	39	39	
Number 6	30	30	29	30	30	
NEW YORK STOCKS						
Furnished by James Richardson & Sons, Ltd.						
YACHTS—						
Number 1 C.W.	44	44	43	44	44	
Number 2 C.W.	41	41	40	41	41	
Number 3 C.W.	37	37	36	37	37	
Number 4 C.W.	32	32	31	32	32	
Number 5 C.W.	27	27	26	27	27	
Number 6 C.W.	22	22	21	22	22	
TOURIST STOCKS						
TORONTO STOCKS						
Furnished by James Richardson & Sons, Ltd.						
TORONTO, Nov. 15.—British Columbia's fishing industry, the general market and shipping were raised to new record levels yesterday. The national Nickel was also heavily advanced to 90, and closed the morning at 89, while the Canadian dollar advanced to 104 7-1/2. Massey Ferguson led the market in picking up a few cents each, and an average of kids rather than pressure to sell.						
ALBERTA OIL STOCKS						
Furnished by W. Ross Alter Corp., Ltd.						
Alberta—						
Alberta P. Co.	35	35	34	35	35	
Alberta S. Co.	35 1/2	35 1/2	34 1/2	35 1/2	35 1/2	
Alberta S. Co. 1	35	35	34	35	35	
Alberta S. Co. 2	35	35	34	35	35	
Alberta S. Co. 3	35	35	34	35	35	
Alberta S. Co. 4	35	35	34	35	35	
Alberta S. Co. 5	35	35	34	35	35	
Alberta S. Co. 6	35	35	34	35	35	
Alberta S. Co. 7	35	35	34	35	35	
Alberta S. Co. 8	35	35	34	35	35	
Alberta S. Co. 9	35	35	34	35	35	
Alberta S. Co. 10	35	35	34	35	35	
Alberta S. Co. 11	35	35	34	35	35	
Alberta S. Co. 12	35	35	34	35	35	
Alberta S. Co. 13	35	35	34	35	35	
Alberta S. Co. 14	35	35	34	35	35	
Alberta S. Co. 15	35	35	34	35	35	
Alberta S. Co. 16	35	35	34	35	35	
Alberta S. Co. 17	35	35	34	35	35	
Alberta S. Co. 18	35	35	34	35	35	
Alberta S. Co. 19	35	35	34	35	35	
Alberta S. Co. 20	35	35	34	35	35	
Alberta S. Co. 21	35	35	34	35	35	
Alberta S. Co. 22	35	35	34	35	35	
Alberta S. Co. 23	35	35	34	35	35	
Alberta S. Co. 24	35	35	34	35	35	
Alberta S. Co. 25	35	35	34	35	35	
Alberta S. Co. 26	35	35	34	35	35	
Alberta S. Co. 27	35	35	34	35	35	
Alberta S. Co. 28	35	35	34	35	35	
Alberta S. Co. 29	35	35	34	35	35	
Alberta S. Co. 30	35	35	34	35	35	
Alberta S. Co. 31	35	35	34	35	35	
Alberta S. Co. 32	35	35	34	35	35	
Alberta S. Co. 33	35	35	34	35	35	
Alberta S. Co. 34	35	35	34	35	35	
Alberta S. Co. 35	35	35	34	35	35	
Alberta S. Co. 36	35	35	34	35	35	
Alberta S. Co. 37	35	35	34	35	35	
Alberta S. Co. 38	35	35	34	35	35	
Alberta S. Co. 39	35	35	34	35	35	
Alberta S. Co. 40	35	35	34	35	35	
Alberta S. Co. 41	35	35	34	35	35	
Alberta S. Co. 42	35	35	34	35	35	
Alberta S. Co. 43	35	35	34	35	35	
Alberta S. Co. 44	35	35	34	35	35	
Alberta S. Co. 45	35	35	34	35	35	
Alberta S. Co. 46	35	35	34	35	35	
Alberta S. Co. 47	35	35	34	35	35	
Alberta S. Co. 48	35	35	34	35	35	
Alberta S. Co. 49	35	35	34	35	35	
Alberta S. Co. 50	35	35	34	35	35	
Alberta S. Co. 51	35	35	34	35	35	
Alberta S. Co. 52	35	35	34	35	35	
Alberta S. Co. 53	35	35	34	35	35	
Alberta S. Co. 54	35	35	34	35	35	
Alberta S. Co. 55	35	35	34	35	35	
Alberta S. Co. 56	35	35	34	35	35	
Alberta S. Co. 57	35	35	34	35	35	
Alberta S. Co. 58	35	35	34	35	35	
Alberta S. Co. 59	35	35	34	35	35	
Alberta S. Co. 60	35	35	34	35	35	
Alberta S. Co. 61	35	35	34	35	35	
Alberta S. Co. 62	35	35	34	35	35	
Alberta S. Co. 63	35	35	34	35	35	
Alberta S. Co. 64	35	35	34	35	35	
Alberta S. Co. 65	35	35	34	35	35	
Alberta S. Co. 66	35	35	34	35	35	
Alberta S. Co. 67	35	35	34	35	35	
Alberta S. Co. 68	35	35	34	35	35	
Alberta S. Co. 69	35	35	34	35	35	
Alberta S. Co. 70	35	35	34	35	35	
Alberta S. Co. 71	35	35	34	35	35	
Alberta S. Co. 72	35	35	34	35	35	
Alberta S. Co. 73	35	35	34	35	35	
Alberta S. Co. 74	35	35	34	35	35	
Alberta S. Co. 75	35	35	34	35	35	
Alberta S. Co. 76	35	35	34	35	35	
Alberta S. Co. 77	35	35	34	35	35	
Alberta S. Co. 78	35	35	34	35	35	
Alberta S. Co. 79	35	35	34	35	35	
Alberta S. Co. 80	35	35	34	35	35	
Alberta S. Co. 81	35	35	34	35	35	
Alberta S. Co. 82	35	35	34	35	35	
Alberta S. Co. 83	35	35	34	35	35	
Alberta S. Co. 84	35	35	34	35	35	
Alberta S. Co. 85	35	35	34	35	35	
Alberta S. Co. 86	35	35	34	35	35	
Alberta S. Co. 87	35	35	34	35	35	
Alberta S. Co. 88	35	35	34	35	35	
Alberta S. Co. 89	35	35	34	35	35	
Alberta S. Co. 90	35	35	34	35	35	
Alberta S. Co. 91	35	35	34	35	35	
Alberta S. Co. 92	35	35	34	35	35	
Alberta S. Co. 93	35	35	34	35	35	
Alberta S. Co. 94	35	35	34	35	35	
Alberta S. Co. 95	35	35	34	35	35	
Alberta S. Co. 96	35	35	34	35	35	
Alberta S. Co. 97	35	35	34	35	35	
Alberta S. Co. 98	35	35	34	35	35	
Alberta S. Co. 99	35	35	34	35	35	
Alberta S. Co. 100	35	35	34	35	35	
Alberta S. Co. 101	35	35	34	35	35	
Alberta S. Co. 102	35	35	34	35	35	
Alberta S. Co. 103	35	35	34	35	35	
Alberta S. Co. 104	35	35	34	35	35	
Alberta S. Co. 105	35	35	34	35	35	
Alberta S. Co. 106	35	35	34	35	35	
Alberta S. Co. 107	35	35	34	35	35	
Alberta S. Co. 108	35	35	34	35	35	
Alberta S. Co. 109	35	35	34	35	35	
Alberta S. Co. 110	35	35	34	35	35	
Alberta S. Co. 111	35	35	34	35	35	
Alberta S. Co. 112	35	35	34	35	35	
Alberta S. Co. 113	35	35	34	35	35	
Alberta S. Co. 114	35	35	34	35	35	
Alberta S						